

McLEAN CITIZENS ASSOCIATION

P. O. BOX 273
McLEAN, VIRGINIA 22101

May 29, 1984

To: Members, MCA Transportation Committee

From: Lilla Richards, Chairman

Subject: Thursday, May 31 Meeting, 8 p.m. at McLean Community Center,
Maffitt Room

Public invited and encouraged to attend!

AGENDA

STAT CIA - [] of the New Building Project Office will bring viewgraphs of the roadway improvements proposed by the Virginia Department of Highways and Transportation. The viewgraphs are of the photo-mosaics based on aerial photographs, so we will have a much better idea how the proposed changes will look than we have had before.

He will also explain the draft Memorandum of Agreement between the CIA and VDH&T. Please read carefully the attached correspondence between the two agencies before you come to the meeting, as this is necessary background for understanding the MOA.

Mr. Fitzwater and Mr. King met May 21 to try to come to a compromise, and the draft MOA is the CIA's current offer.

As reported in the MCA Newsletter, the Virginia Commission for Highways and Transportation tentatively approved the allocation of funds for Langley Fork on May 17. The final decision will be made June 21.

The project is described as follows in the Six-Year Plan: 193 - Fairfax. Widen Pavement and Improve Vertical Alignment. 0.41 Mile West of Route 123 - 0.67 Mile West of Route 123 (0.26 Mile). Preliminary engineering, \$20,000; right-of-way acquisition, \$10,000; construction, \$400,000. Fiscal year allocations are: Actual, 1984-85, \$20,000 for PE; \$10,000 for R/W; \$70,000 for CONST. Projected, 1985-86, \$100,000 for CONST.; 1986-87, \$150,000 for CONST.; 1987-88, \$80,000 for CONST. We have, of course, asked the CIA to consider a contribution to the Langley Fork project so that construction can be finished before the Agency occupies its new building.

Please keep in mind that the reference to "Widen Pavement" refers to widening to 26 feet, two 13-foot lanes, as was approved by the Commission in 1979. It does not mean four-laning Georgetown Pike. We are grateful to Dave Gehr for including Georgetown Pike in his March 1 recommendations to Richmond for additions to the Six-Year Plan, and to those who participated by letter or in person in the April 13 Commission hearing.

We will hold over all other business to our June 28 meeting, so we can have a full discussion of the CIA issues May 31.

Organized November 2, 1914 — Incorporated 1921

Central Intelligence Agency



Washington, D. C. 20505

27 APR 1984

Mr. Harold C. King
Commissioner
Virginia Department of Highways
and Transportation
Richmond, Virginia 23219

Dear Mr. King:

Under the bilateral agreement between your Department and this Agency, members of your Department have been assisting us in defining offsite road improvements. These road improvements are intended to support expansion of our facility at Mclean, Virginia.

Members of your staff first reviewed our planning in 1981 when the National Capital Planning Commission (NCPC) requested comment on the Master Plan for our expansion. In preparing the environmental assessment for that Plan, we recognized that failure to properly manage our traffic could produce significant impact to local roads, requiring construction of major road improvements. We proposed to minimize this impact by implementing a traffic management plan that would stagger our work force so that added traffic would occur outside peak hours. This proposal is consistent with the regional planning principles of the Council of Governments and the NCPC.

Your representatives took the position that this regional planning principle was not acceptable because of a lack of enforcement authority on your part. Your representatives proposed instead that more extensive road improvements be made to accommodate all expansion traffic within the peak hour.

Our reaction was to suggest that we work jointly to develop a mutually satisfactory solution. This led to the bilateral agreement in which your Department agreed to act as Executive Agent for the Federal Government in designing and installing necessary improvements. Under this agreement, a consultant was contracted to create the preliminary designs for Route 123. Subsequently, the scope of the consultant effort was expanded to include analysis and design recommendations for the George Washington Memorial Parkway as well as Route 123. This process has brought us to the current technical memorandum containing the preliminary design proposals completed within the past week.

While previous technical memoranda have focused on the needs of the horizon year 2005, this report presents us with the first clear indication of what construction would be undertaken to support our expansion in 1987. Our conclusion is that the construction being proposed for our expansion is excessive in terms of our planned operations and is nonresponsive to one of the major concerns of the local community. At issue is the proposed three-lane cross section being proposed for Route 123.

Mr. Harold C. King

The proposal to construct a three-lane cross section on Route 123 brings us back to the policy issue that has separated us from the beginning. The issue remains how to design improvements that are sensitive to our planned operation and which will help resolve differences between us to the benefit of everyone. On the Agency side, we have committed ourselves to traffic management measures at the Federal level regardless of the nature of the road improvements program. On your side, you are faced with the dilemma of how to deal with our proposal in the absence of enforcement powers. On the community side, there is significant concern for the safety and access problems created by the additional lanes currently being proposed.

To ease our collective dilemma, it is requested that the preliminary designs be modified to reflect a continuation of the two-lane cross section on Route 123 for improvements constructed in support of our expansion. If this is agreeable to the Department, the Agency will set aside funding necessary for the construction of a third lane and enter into an agreement to provide this funding to the State in the event this Agency fails to keep its commitment to maintain expansion traffic outside the peak hour.

We recognize that the proposed solution to CIA expansion does not address your longer term problem of how to deal with continued traffic growth in this area. However, we believe it does offer a reasonable solution to our expansion while clearly separating the regional planning issues inherent in the current proposals.

Sincerely,

Harry E. Fitzwater
Deputy Director
for
Administration

cc: Mr. T. Eugene Smith
Commissioner at Large-Urban
Senator John W. Warner
Congressman Frank R. Wolf
Mrs. Nancy Falck
CIA Traffic Advisory
Committee Members

11/15 of the 11/15/84

HAROLD C. KING, COMMISSIONER
 EUGENE M. BANE, GRUNDY, BRISTOL DISTRICT
 T. GEORGE VAUGHAN, JR., GALAX, SALEM DISTRICT
 JAMES L. DAVIDSON, JR., LYNCHBURG, LYNCHBURG DISTRICT
 WM. M. T. FORRESTER, RICHMOND, RICHMOND DISTRICT
 RICHARD G. BRYDGES, VIRGINIA BEACH, SUFFOLK DISTRICT
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 JOSEPH M. GUIFFRE, ALEXANDRIA, CULPEPER DISTRICT
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 DIRECTOR OF PLANNING AND PROGRAMMING

COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION
 1221 EAST BROAD STREET
 RICHMOND, 23219

May 10, 1984

Roadways adjacent to the
 CIA Headquarters
 Fairfax County

Mr. Harry E. Fitzwater
 Deputy Director for Administration
 Central Intelligence Agency
 Washington, D. C. 20505

Dear Mr. Fitzwater:

I am in receipt of your letter of April 27 regarding the off-site road improvements connected with your expansion program. The engineering studies performed to date by the consultant have identified the traffic problems associated with the additional traffic that will be generated by your expansion program.

Our Statewide Transportation Plan for the year 2005 shows a need for six lanes on Route 123 from Route 7 to George Washington Memorial Parkway. The improvements for Route 123 adjacent to your headquarters, shown in the Dewberry and Davis preliminary design report, are consistent with the Statewide Plan. The report indicates six lanes are needed in 1986 for Alternative 2 and in 1994 for Alternative 4.

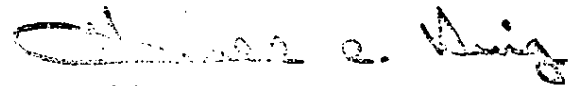
The Department strongly endorses your traffic management plan. If your agency can guarantee that the additional traffic generated by your expansion will not enter or exit your facility during the a.m. and p.m. peak traffic periods, the Department is willing to accept four lanes on Route 123.

If this proposal is satisfactory with you, I request that your agency draft an agreement covering the traffic management plan, and the funding for the future third lane should the traffic management concept not be successful. Upon review and approval of this agreement by the Department, we will have Dewberry and Davis revise the preliminary design report.

Mr. Harry E. Fitzwater
Central Intelligence Agency
Page 2.
May 10, 1984

I appreciate your efforts to try and resolve your off-site road improvements with as little disruption to the community as possible. My staff, as well as the consultant, have kept this point in mind since the beginning and they will continue to do so.

Sincerely,



Harold C. King, Commissioner

cc: Senator John W. Warner
Congressman Frank R. Wolf
Mr. T. Eugene Smith
Mrs. Nancy Falck
✓ CIA Traffic Advisory
Committee Members

Board Summary

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April 9, 1984

39. A-2 - ALLOCATION OF VDH&T INTERSTATE, PRIMARY, AND URBAN FUNDS FOR FISCAL YEAR 1985 (COUNTYWIDE) (Tape 4)

Supervisor Scott moved to concur in the staff recommendation and:

Endorse the attached project listing which included a recommended priority order for three funding categories:

- funding for general improvements,
- funding for right-of-way and construction, and
- funding for planning and design work.

Request VDH&T to pursue the projects in this priority listing prior to initiating any major new projects. It is noted that with only minor exceptions, the projects in this listing have consistently been supported by the Board and have been included in the priority listing for at least the past six consecutive years.

This motion was seconded by Supervisor Alexander.

Supervisor Alexander referred to the priority list saying that Lockheed/Van Dorn had its location hearing in 1978, that the right-of-way had been sitting there, the right-of-way had been cleared and that the developer of the Lehigh tract was in the process of working on the cost of the roads that the County was going to require him to put into his subdivision. Part of his development costs will be the construction of Lockheed/Van Dorn Street through a portion of his property and also a portion of the Springfield Bypass through his property. He then said he may want to come back to the Board during the budget process to consider getting matching funds to complete a portion of that at least to Telegraph Road.

Supervisor Falck said that Georgetown Pike in the last couple of years has had priority No. 7 on the County's list for primary road improvements. Formerly it had had a higher priority but fell, she believed, only because the State began to fund some other projects and the funding level for Georgetown Pike improvements did not survive. However, as a result of the CIA considering the expansion of its facilities, we are now engaged in a study of roads around the CIA and there is some likelihood that we may be getting some federal funds to do some road improvements in that area. She said she understood that the Office of Transportation recently received a letter from VDH&T requesting the County's attention to this particular project in that some State funds might become available for doing these necessary safety improvements.

Board Summary

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April 9, 1984

Supervisor Falck asked that, if the CIA expansion project funds and/or additional State funds become available would the Board indicate on this list that it would favor of moving the improvements to Georgetown Pike up on the priority list, and she so moved this as an amendment to the motion. This amendment was seconded by Supervisor Alexander.

Supervisor Scott queried staff about this action possibly replacing other projects and, following the response, Supervisor Falck restated her amendment as follows: should federal funds become available for some improvements in the area, thereby substantially reducing the State money required to do this project, the Board would then denote on Priority No. 7 approval of that kind of joint project, with the understanding that this would not substantially endanger any project above No. 7; this was accepted by Supervisor Scott and Supervisor Alexander.

The question was then called on the motion as amended which carried by a unanimous vote.

40. A-3 - PROCEDURES FOR PRIVATE ENGINEERS MAKING INSPECTIONS FOR BUILDING CODE COMPLIANCE ON SINGLE FAMILY STRUCTURES (Tape 4)

Supervisor Moore moved to defer action on the staff recommendation to authorize the Building Official to replace the current inspection certification program for single family residential structures with the new program, until the previously designated Board committee, composed of Supervisor Alexander, Supervisor Davis and herself, might meet and make a recommendation thereon. This motion was seconded by Supervisor Scott and carried unanimously.

41. A-4 - APPOINTMENTS TO THE GEOTECHNICAL REVIEW BOARD (Tape 4)

Supervisor Pennino moved to concur in the staff recommendation and appoint the following regular and alternate members to the Geotechnical Review Board:

| <u>Regular Members</u> | <u>Nominated by</u> | <u>Term Expires</u> |
|----------------------------|---|---------------------|
| Raymond R. Fox, P.E. | Consulting Engineering Council of Metropolitan Washington | 12/31/85 |
| Marvin R. Oosterbaan, P.E. | Washington Area Council of Engineering Laboratories, Inc. | 12/31/86 |



TENTATIVE
ALLOCATION OF FUNDS

FISCAL YEAR 1984-85
INTERSTATE, PRIMARY, & URBAN SYSTEMS AND PUBLIC TRANSIT



SIX YEAR IMPROVEMENT PROGRAM
FISCAL YEARS 1984-85 THRU 1989-90
INTERSTATE, PRIMARY, URBAN, & SECONDARY SYSTEMS
AND
PUBLIC TRANSIT

Virginia Department of Highways and Transportation

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
FY85 thru FY90

CULPEPER District

| ROUTE COUNTY/CITY TYPE | DESCRIPTION LENGTH | ESTIMATED COST | PREVIOUS FUNDING | ADDITIONAL FUNDING REQUIRED | FISCAL YEAR ALLOCATIONS | | | | | | | | BALANCE TO COMPLETE |
|---|---|--|----------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|------------------------------|--------------------------|----------------------------|---------------------|--|---------------------------|
| | | | | | PROJECTED | | | | | | | | |
| | | | | | ACTUAL 1984-85 | 1985-86 | 1986-87 | 1987-88 | 1988-89 | 1989-90 | | | |
| 50 - Arlington Replace Bridge | ARLINGTON BOULEVARD: Four Mile Run (0.40 Mile) | PE 400 R/W 70 CONST. 4,545 TOTAL 5,015 | 305 - 305 | 95 70 4,545 4,710 | 95 70 835 1,000 | - - 1,000 1,000 | - - 1,250 1,250 | - - 700 700 | - - 500 500 | - - 260 260 | - - - | | |
| 50 - Fairfax Construct Interchange and Approaches | Interchange at Gallows Road (Route 650) | PE *595 R/W *555 CONST. *7,800 TOTAL *8,950 | *595 *555 *7,800 *8,950 | - - - (UNDER CONSTRUCTION) | - - - | - - - | - - - | - - - | - - - | - - - | - - - | | |
| 123 - Fairfax Parallel Lane | 0.17 Mile South of Southern Railroad - 2.65 Miles South of Southern Railroad (2.48 Miles) | PE 620 R/W 5,490 CONST. 7,065 TOTAL 13,175 | - - - | 620 5,490 7,065 13,175 | 620 180 - 800 | - 800 - 800 | - - 930 930 | 1,305 - 1,305 1,305 | - - 1,780 1,780 | - 495 1,355 1,850 | - 5,710 5,710 | | |
| 193 - Fairfax Lower Vertical Curves and Install Signals (Safety) | Intersection Route 717 (Utterback Store Road) and Intersec- tion Route 683 (Leigh Mill Road) | PE 25 R/W 270 CONST. 225 TOTAL 520 | 25 270 90 385 | - - 135 135 | - - 105 105 | - - 30 30 | - - - - | - - - - | - - - - | - - - - | - - - | | |
| 193 - Fairfax Widen Pavement and Improve Vertical Alignment | 0.41 Mile West of Route 123 - 0.67 Mile West of Route 123 (0.26 Mile) | PE 20 R/W 10 CONST. 400 TOTAL 430 | - - - | 20 10 400 430 | 20 10 70 100 | - 100 100 100 | - 150 150 150 | - 80 80 80 | - - - - | - - - - | - - - | | |
| 211 - Rappahannock Parallel Lane | 0.20 Mi. W. of Routes 211 and 522 Bus. (End Divided Highway) - 2.30 Mi. West of Routes 211 & 522 Bus. (2.30 Miles) | PE 325 R/W 350 CONST. 4,070 TOTAL 4,745 | - - - | 325 350 4,070 4,745 | 300 - - 300 | 25 - - 300 | 75 325 400 | 700 700 700 | 800 800 800 | - 1,135 1,135 | - 1,110 1,110 | | |

*Required Primary System Funds for Cooperative Project with Secondary System

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